









sure to keep them depressed below the level at which they can possibly be shipped from China, so long as the heavy export duty remains in force. If, at the same time, it is true that tea at these low prices do not pay either Indian or Ceylon planters for the growing, there are some changes imminent for these grades. The English masses may put up with druggery flavor to save their pockets, but if there is a rise in price, the demand will quickly revert to pure teas of China growth.—*Echo*.

### THE PEKING-CHINKIANG RAILWAY.

The Peking correspondent of the *Shanghai Mercury*, writes on the above subject, under date August 20th:—

The official tender has been made for the construction of the line from Peking to Chinkiang, a distance of 700 miles, and I am able to give you some facts which will, I think, prove interesting. Some of your readers will have noted by recent Japanese papers that the cost of constructing one of the latest lines in that country was to the Government no less than yen 35,000,000 for a distance of 500 miles. We will now contrast that figure with the tender that has been made for the Peking-Chinkiang line. The line will necessitate, of course, crossing the Yellow River, as well as several other uncertain streams, and the necessary number of bridges set down at the lowest estimate is 34; there will be two termini, thirty-five road stations, two large workshops, with stationary engines, machinery, etc., complete, a telegraph line, 40 locomotives, 700 passenger coaches, 4000 brake vans, 700 miles of steel rails, gauge 4' 8" 5, with metal sleepers, and the total amount of the tender for all these things, including the fitting up of the stations, is Tls. 14,000,000. To show the lowliness of this estimate more effectively, I will put the Chinese and Japanese figures side by side.

Japanese line, 500 miles, 1 metre gauge, yen 35,000,000.  
Tls. 24,500,000.

Chinese line, 700 miles, 4' 8" 5 gauge, Tls. 14,000,000.

Chinese "200 miles more at least" Tls. 10,500,000.

Reducing the miles to 700, we find that in Japan the cost of construction, etc., per *li* was Tls. 16,333, while the tender for the Chinese railway is only Tls. 7,000 a *li*. In Japan it is estimated that the line of 500 miles opens up a country containing a population of some ten millions, while the lines from Peking to Chinkiang will traverse a country containing at least thirty millions who will have access to the railway. I therefore estimate the cost to China of this line at about half of what Japan paid for her railways, while its earning capacity is three times greater. These facts speak for themselves, and show how inestimable the gain of railways will be to this country.

Viceroy Chang Chih-tung when he sent in his famous railway memorial in March last, thought that the amount could be reduced from Tls. 7,000 per *li* to the lines to cross the Yellow River in Honan instead of Chinkiang from Shanghai. By avoiding that great bridge, the cost would be considerably less, and as the *Sans Pao* stated last year, the Chinkiang line could be made for Tls. 10,000,000. It seems, however, that since then Viceroy Chang has found out it cannot be done at Tls. 5,000 a *li*, and therefore the delay of his reply to Prince Chun, Li Hung-chang's estimate for the Tientsin-Tungchow line, has been Tls. five millions, which Chang Chih-tung reduces by Tls. one million, which is considered here as a slap in the face to Li from the Canton Viceroy.

### CHEFOO.

(FROM OUR CORRESPONDENT.)

Chefoo, 16th August, 1889.

The weather here is delightful, and there has been a nice cool breeze blowing from the northward for several days.

The British gun-boat *Exeter* arrived on the 24th from Newchwang, and will leave for that port at the end of the month.

The *Haeling* arrived to-day from Shanghai. She had very rough weather, the seas breaking right over her, and occupied three days making the passage.

The French fleet is still here, but will leave the first week in September. The British torpedo boat arrived to-day.

We were rather surprised to read the finding of the Court on the grounding of the *Fungshan*, and your leader thereon. We expected something quite different, for, as you must be aware, we know something about it here, or we thought we did. We heard that the chief-officer suggested keeping the steamer further out before she struck, but no attention was paid to his suggestion. We also heard that it was the chief officer, who suggested beaching her after she had struck. As to the quarter-master incident, that is something quite new to us. However, we are glad that Captain Tisdall was able to clear himself so well.

The Chinese fleet now at Wei-hai-wei are expected here in about a week.

Fears are entertained about the safety of the Customs schooner *Daphne*, which left Shanghai some time since for Newchwang; but no doubt you will know more about her than we do here.—*Shanghai Mercury*.

### KOREA.

(FROM OUR CORRESPONDENT.)

I hear that the hotels at Chemulpo are now reaping a rich harvest, owing to the first place to the frequent and regular calls of the Nippon Yusen Kaisha steamer, the two local ocean steamers *Signal* and *Harling*, and the recent introduction of steam navigation on the river between Chemulpo and the capital. During the present season the hotels are stated to be full to overflowing, which is not to be wondered at, considering the romantic scenery and fine panorama to be enjoyed from the verandahs, the pure and refreshing sea breeze, and the delightfully cool evenings during the melting hot weather, farther inland. Besides the leading hotels, there are the *Hotel de la Corée* (more generally known by the name of the proprietor, as "Steward's Hotel"), and the Japanese-owned "Daibutsu Hotel" (both of them being carried on, more or less successfully, in foreign style. Almost all the boarding houses and second-class resorts are also snugly filled.

His Excellency the Russian Minister to Korea, Mr. C. Wacber, arrived at Chemulpo from Seoul on the 19th inst.

I hear on good authority that it is unlikely the Chinese Minister to the court of Korea, His Excellency Yuan, will be confirmed for a new term of office; it is stated that his successor has already been nominated.

From a reliable source I learn that one or two more of the leading ports of Korea are under serious consideration, by the authorities, most concerned, to be thrown open as treaty ports to general commerce, and hope shortly to be in a position to furnish detailed information.

The French Missionaries in Korea, under the Right Rev. Bishop Hauc, have established a college in Chemulpo, which is in charge of the Rev. Père Wilhelm.

A correspondent in Yunnan informs me that the harvest of barley and wheat have been

superior to average crops, that beans are good, and rice bids fair to be a success this year. I have received similar information from correspondents in Fusan and Jen-chuan (Chemulpo). These favourable prospects ought to largely increase the purchasing power of the ex-Hermit Kingdom. A friend writes from Seoul:—Quite a number of the staff of the men-of-war at anchor in Chemulpo harbour arrived here to-day (the 20th August) to assist to-morrow at the celebration of H.M. the King's birthday. Great preparations are being made for the occasion. Everything is quiet, calm, placid, and all serene, politically. Meteorologically ditto; the weather is all that can be desired at this season; and splendid crops are expected.—*Shanghai Mercury*.

### TIENTSIN.

August 24th, 1889.

On the evening of the 23rd instant, at about 6.30 p.m., when the atmosphere was very clear, the Peking Hills, east and west, were plainly visible from our settlement, though the mountain ranges must be, as the crow flies, 100 to 110 miles distant from us. The mountain contours were sharply defined, and the sight was very beautiful under the rays of the setting sun. The hills at Kaiping, 60 or 70 miles away, were also visible to observers who mounted the towers of our new Town Hall.

On Wednesday night the waters of the Peiho were swabbed of the bank at the western side of the city in fact some overflow occurred, and the bank showed signs of giving way to the flood pressure. Luckily by the morning the waters fell, and the Tientsin at once sent a force of soldiers with material to raise and strengthen the bank. If, as it was feared, the dyke had given way, the country would have been flooded for hundreds of miles. The river, though it has fallen, is about 2 ft. over the level of the plain to-day, so our danger is not over.

One disagreeable and costly injury inflicted by the waters of the Peiho, which are now so densely charged with grit, is that the steamers one and all which visit this port have suffered much damage in their screw bearings at the stern. The brasses are much cut and eccentric working is set up, very hurtful to the mechanism. The *Kowshing* on this trip has to dock in Shanghai to repair her bearings, and other steamers also suffer in more or less degree. The repairs of the nature indicated are very expensive and troublesome.

Owing to the recent heavy rains there is now plenty of water in the Peiho. The downward current is still very rapid, but is abating. The depth of water opposite the Harbour Master's Office is 14 ft., the difference between high and low tide for the past week being: August 16th, 1 ft. 17th, 1 ft. 18th, 1 ft. 19th, 1 ft. 20th, 1 ft. 21st, 1 ft. 22nd, 1 ft. 23rd, 1 ft. 24th, 1 ft. 25th, 1 ft. 26th, 1 ft. 27th, 1 ft. 28th, 1 ft. 29th, 1 ft. 30th, 1 ft. 31st, 1 ft. 32nd, 1 ft. 33rd, 1 ft. 34th, 1 ft. 35th, 1 ft. 36th, 1 ft. 37th, 1 ft. 38th, 1 ft. 39th, 1 ft. 40th, 1 ft. 41st, 1 ft. 42nd, 1 ft. 43rd, 1 ft. 44th, 1 ft. 45th, 1 ft. 46th, 1 ft. 47th, 1 ft. 48th, 1 ft. 49th, 1 ft. 50th, 1 ft. 51st, 1 ft. 52nd, 1 ft. 53rd, 1 ft. 54th, 1 ft. 55th, 1 ft. 56th, 1 ft. 57th, 1 ft. 58th, 1 ft. 59th, 1 ft. 60th, 1 ft. 61st, 1 ft. 62nd, 1 ft. 63rd, 1 ft. 64th, 1 ft. 65th, 1 ft. 66th, 1 ft. 67th, 1 ft. 68th, 1 ft. 69th, 1 ft. 70th, 1 ft. 71st, 1 ft. 72nd, 1 ft. 73rd, 1 ft. 74th, 1 ft. 75th, 1 ft. 76th, 1 ft. 77th, 1 ft. 78th, 1 ft. 79th, 1 ft. 80th, 1 ft. 81st, 1 ft. 82nd, 1 ft. 83rd, 1 ft. 84th, 1 ft. 85th, 1 ft. 86th, 1 ft. 87th, 1 ft. 88th, 1 ft. 89th, 1 ft. 90th, 1 ft. 91st, 1 ft. 92nd, 1 ft. 93rd, 1 ft. 94th, 1 ft. 95th, 1 ft. 96th, 1 ft. 97th, 1 ft. 98th, 1 ft. 99th, 1 ft. 100th, 1 ft. 101st, 1 ft. 102nd, 1 ft. 103rd, 1 ft. 104th, 1 ft. 105th, 1 ft. 106th, 1 ft. 107th, 1 ft. 108th, 1 ft. 109th, 1 ft. 110th, 1 ft. 111th, 1 ft. 112th, 1 ft. 113th, 1 ft. 114th, 1 ft. 115th, 1 ft. 116th, 1 ft. 117th, 1 ft. 118th, 1 ft. 119th, 1 ft. 120th, 1 ft. 121st, 1 ft. 122nd, 1 ft. 123rd, 1 ft. 124th, 1 ft. 125th, 1 ft. 126th, 1 ft. 127th, 1 ft. 128th, 1 ft. 129th, 1 ft. 130th, 1 ft. 131st, 1 ft. 132nd, 1 ft. 133rd, 1 ft. 134th, 1 ft. 135th, 1 ft. 136th, 1 ft. 137th, 1 ft. 138th, 1 ft. 139th, 1 ft. 140th, 1 ft. 141st, 1 ft. 142nd, 1 ft. 143rd, 1 ft. 144th, 1 ft. 145th, 1 ft. 146th, 1 ft. 147th, 1 ft. 148th, 1 ft. 149th, 1 ft. 150th, 1 ft. 151st, 1 ft. 152nd, 1 ft. 153rd, 1 ft. 154th, 1 ft. 155th, 1 ft. 156th, 1 ft. 157th, 1 ft. 158th, 1 ft. 159th, 1 ft. 160th, 1 ft. 161st, 1 ft. 162nd, 1 ft. 163rd, 1 ft. 164th, 1 ft. 165th, 1 ft. 166th, 1 ft. 167th, 1 ft. 168th, 1 ft. 169th, 1 ft. 170th, 1 ft. 171st, 1 ft. 172nd, 1 ft. 173rd, 1 ft. 174th, 1 ft. 175th, 1 ft. 176th, 1 ft. 177th, 1 ft. 178th, 1 ft. 179th, 1 ft. 180th, 1 ft. 181st, 1 ft. 182nd, 1 ft. 183rd, 1 ft. 184th, 1 ft. 185th, 1 ft. 186th, 1 ft. 187th, 1 ft. 188th, 1 ft. 189th, 1 ft. 190th, 1 ft. 191st, 1 ft. 192nd, 1 ft. 193rd, 1 ft. 194th, 1 ft. 195th, 1 ft. 196th, 1 ft. 197th, 1 ft. 198th, 1 ft. 199th, 1 ft. 200th, 1 ft. 201st, 1 ft. 202nd, 1 ft. 203rd, 1 ft. 204th, 1 ft. 205th, 1 ft. 206th, 1 ft. 207th, 1 ft. 208th, 1 ft. 209th, 1 ft. 210th, 1 ft. 211th, 1 ft. 212th, 1 ft. 213th, 1 ft. 214th, 1 ft. 215th, 1 ft. 216th, 1 ft. 217th, 1 ft. 218th, 1 ft. 219th, 1 ft. 220th, 1 ft. 221st, 1 ft. 222nd, 1 ft. 223rd, 1 ft. 224th, 1 ft. 225th, 1 ft. 226th, 1 ft. 227th, 1 ft. 228th, 1 ft. 229th, 1 ft. 230th, 1 ft. 231st, 1 ft. 232nd, 1 ft. 233rd, 1 ft. 234th, 1 ft. 235th, 1 ft. 236th, 1 ft. 237th, 1 ft. 238th, 1 ft. 239th, 1 ft. 240th, 1 ft. 241st, 1 ft. 242nd, 1 ft. 243rd, 1 ft. 244th, 1 ft. 245th, 1 ft. 246th, 1 ft. 247th, 1 ft. 248th, 1 ft. 249th, 1 ft. 250th, 1 ft. 251st, 1 ft. 252nd, 1 ft. 253rd, 1 ft. 254th, 1 ft. 255th, 1 ft. 256th, 1 ft. 257th, 1 ft. 258th, 1 ft. 259th, 1 ft. 260th, 1 ft. 261st, 1 ft. 262nd, 1 ft. 263rd, 1 ft. 264th, 1 ft. 265th, 1 ft. 266th, 1 ft. 267th, 1 ft. 268th, 1 ft. 269th, 1 ft. 270th, 1 ft. 271st, 1 ft. 272nd, 1 ft. 273rd, 1 ft. 274th, 1 ft. 275th, 1 ft. 276th, 1 ft. 277th, 1 ft. 278th, 1 ft. 279th, 1 ft. 280th, 1 ft. 281st, 1 ft. 282nd, 1 ft. 283rd, 1 ft. 284th, 1 ft. 285th, 1 ft. 286th, 1 ft. 287th, 1 ft. 288th, 1 ft. 289th, 1 ft. 290th, 1 ft. 291st, 1 ft. 292nd, 1 ft. 293rd, 1 ft. 294th, 1 ft. 295th, 1 ft. 296th, 1 ft. 297th, 1 ft. 298th, 1 ft. 299th, 1 ft. 300th, 1 ft. 301st, 1 ft. 302nd, 1 ft. 303rd, 1 ft. 304th, 1 ft. 305th, 1 ft. 306th, 1 ft. 307th, 1 ft. 308th, 1 ft. 309th, 1 ft. 310th, 1 ft. 311th, 1 ft. 312th, 1 ft. 313th, 1 ft. 314th, 1 ft. 315th, 1 ft. 316th, 1 ft. 317th, 1 ft. 318th, 1 ft. 319th, 1 ft. 320th, 1 ft. 321st, 1 ft. 322nd, 1 ft. 323rd, 1 ft. 324th, 1 ft. 325th, 1 ft. 326th, 1 ft. 327th, 1 ft. 328th, 1 ft. 329th, 1 ft. 330th, 1 ft. 331st, 1 ft. 332nd, 1 ft. 333rd, 1 ft. 334th, 1 ft. 335th, 1 ft. 336th, 1 ft. 337th, 1 ft. 338th, 1 ft. 339th, 1 ft. 340th, 1 ft. 341st, 1 ft. 342nd, 1 ft. 343rd, 1 ft. 344th, 1 ft. 345th, 1 ft. 346th, 1 ft. 347th, 1 ft. 348th, 1 ft. 349th, 1 ft. 350th, 1 ft. 351st, 1 ft. 352nd, 1 ft. 353rd, 1 ft. 354th, 1 ft. 355th, 1 ft. 356th, 1 ft. 357th, 1 ft. 358th, 1 ft. 359th, 1 ft. 360th, 1 ft. 361st, 1 ft. 362nd, 1 ft. 363rd, 1 ft. 364th, 1 ft. 365th, 1 ft. 366th, 1 ft. 367th, 1 ft. 368th, 1 ft. 369th, 1 ft. 370th, 1 ft. 371st, 1 ft. 372nd, 1 ft. 373rd, 1 ft. 374th, 1 ft. 375th, 1 ft. 376th, 1 ft. 377th, 1 ft. 378th, 1 ft. 379th, 1 ft. 380th, 1 ft. 381st, 1 ft. 382nd, 1 ft. 383rd, 1 ft. 384th, 1 ft. 385th, 1 ft. 386th, 1 ft. 387th, 1 ft. 388th, 1 ft. 389th, 1 ft. 390th, 1 ft. 391st, 1 ft. 392nd, 1 ft. 393rd, 1 ft. 394th, 1 ft. 395th, 1 ft. 396th, 1 ft. 397th, 1 ft. 398th, 1 ft. 399th, 1 ft. 400th, 1 ft. 401st, 1 ft. 402nd, 1 ft. 403rd, 1 ft. 404th, 1 ft. 405th, 1 ft. 406th, 1 ft. 407th, 1 ft. 408th, 1 ft. 409th, 1 ft. 410th, 1 ft. 411th, 1 ft. 412th, 1 ft. 413th, 1 ft. 414th, 1 ft. 415th, 1 ft. 416th, 1 ft. 417th, 1 ft. 418th, 1 ft. 419th, 1 ft. 420th, 1 ft. 421st, 1 ft. 422nd, 1 ft. 423rd, 1 ft. 424th, 1 ft. 425th, 1 ft. 426th, 1 ft. 427th, 1 ft. 428th, 1 ft. 429th, 1 ft. 430th, 1 ft. 431st, 1 ft. 432nd, 1 ft. 433rd, 1 ft. 434th, 1 ft. 435th, 1 ft. 436th, 1 ft. 437th, 1 ft. 438th, 1 ft. 439th, 1 ft. 440th, 1 ft. 441st, 1 ft. 442nd, 1 ft. 443rd, 1 ft. 444th, 1 ft. 445th, 1 ft. 446th, 1 ft. 447th, 1 ft. 448th, 1 ft. 449th, 1 ft. 450th, 1 ft. 451st, 1 ft. 452nd, 1 ft. 453rd, 1 ft. 454th, 1 ft. 455th, 1 ft. 456th, 1 ft. 457th, 1 ft. 458th, 1 ft. 459th, 1 ft. 460th, 1 ft. 461st, 1 ft. 462nd, 1 ft. 463rd, 1 ft. 464th, 1 ft. 465th, 1 ft. 466th, 1 ft. 467th, 1 ft. 468th, 1 ft. 469th, 1 ft. 470th, 1 ft. 471st, 1 ft. 472nd, 1 ft. 473rd, 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1 ft. 551st, 1 ft. 552nd, 1 ft. 553rd, 1 ft. 554th, 1 ft. 555th, 1 ft. 556th, 1 ft. 557th, 1 ft. 558th, 1 ft. 559th, 1 ft. 560th, 1 ft. 561st, 1 ft. 562nd, 1 ft. 563rd, 1 ft. 564th, 1 ft. 565th, 1 ft. 566th, 1 ft. 567th, 1 ft. 568th, 1 ft. 569th, 1 ft. 570th, 1 ft. 571st, 1 ft. 572nd, 1 ft. 573rd, 1 ft. 574th, 1 ft. 575th, 1 ft. 576th, 1 ft. 577th, 1 ft. 578th, 1 ft. 579th, 1 ft. 580th, 1 ft. 581st, 1 ft. 582nd, 1 ft. 583rd, 1 ft. 584th, 1 ft. 585th, 1 ft. 586th, 1 ft. 587th, 1 ft. 588th, 1 ft. 589th, 1 ft. 590th, 1 ft. 591st, 1 ft. 592nd, 1 ft. 593rd, 1 ft. 594th, 1 ft. 595th, 1 ft. 596th, 1 ft. 597th, 1 ft. 598th, 1 ft. 599th, 1 ft. 600th, 1 ft. 601st, 1 ft. 602nd, 1 ft. 603rd, 1 ft. 604th, 1 ft. 605th, 1 ft. 606th, 1 ft. 607th, 1 ft. 608th, 1 ft. 609th, 1 ft. 610th, 1 ft. 611th, 1 ft. 612th, 1 ft. 613th, 1 ft. 614th, 1 ft. 615th, 1 ft. 616th, 1 ft. 617th, 1 ft. 618th, 1 ft. 619th, 1 ft. 620th, 1 ft. 621st, 1 ft. 622nd, 1 ft. 623rd, 1 ft. 624th, 1 ft. 625th, 1 ft. 626th, 1 ft. 627th, 1 ft. 628th, 1 ft. 629th, 1 ft. 630th, 1 ft. 631st, 1 ft. 632nd, 1 ft. 633rd, 1 ft. 634th, 1 ft. 635th, 1 ft. 636th, 1 ft. 637th, 1 ft. 638th, 1 ft. 639th, 1 ft. 640th, 1 ft. 641st, 1 ft. 642nd, 1 ft. 643rd, 1 ft. 644th, 1 ft. 645th, 1 ft. 646th, 1 ft. 647th, 1 ft. 648th, 1 ft. 649th, 1 ft. 650th, 1 ft. 651st, 1 ft. 652nd, 1 ft. 653rd, 1 ft. 654th, 1 ft. 655th, 1 ft. 656th, 1 ft. 657th, 1 ft. 658th, 1 ft. 659th, 1 ft. 660th, 1 ft. 661st, 1 ft. 662nd, 1 ft. 663rd, 1 ft. 664th, 1 ft. 665th, 1 ft. 666th, 1 ft. 667th, 1 ft. 668th, 1 ft. 669th, 1 ft. 670th, 1 ft. 671st, 1 ft. 672nd, 1 ft. 673rd, 1 ft. 674th, 1 ft. 675th, 1 ft. 676th, 1 ft. 677th, 1 ft. 678th, 1 ft. 679th, 1 ft. 680th, 1 ft. 681st, 1 ft. 682nd, 1 ft. 683rd, 1 ft. 684th, 1 ft. 685th, 1 ft. 686th, 1 ft. 687th, 1 ft. 688th, 1 ft. 689th, 1 ft. 690th, 1 ft. 691st, 1 ft. 692nd, 1 ft. 693rd, 1 ft. 694th, 1 ft. 695th, 1 ft. 696th, 1 ft. 697th, 1 ft. 698th, 1 ft. 699th, 1 ft. 700th, 1 ft. 701st, 1 ft. 702nd, 1 ft. 703rd, 1 ft. 704th, 1 ft. 705th, 1 ft. 706th, 1 ft. 707th, 1 ft. 708th, 1 ft. 709th, 1 ft. 710th, 1 ft. 711th, 1 ft. 712th, 1 ft. 713th, 1 ft. 714th, 1 ft. 715th, 1 ft. 716th, 1 ft. 717th, 1 ft. 718th, 1 ft. 719th, 1 ft. 720th, 1 ft. 721st, 1 ft. 722nd, 1 ft. 723rd, 1 ft. 724th, 1 ft. 725th, 1 ft. 726th, 1 ft. 727th, 1 ft. 728th, 1 ft. 729th, 1 ft. 730th, 1 ft. 731st, 1 ft. 732nd, 1 ft. 733rd, 1 ft. 734th, 1 ft. 735th, 1 ft. 736th, 1 ft. 737th, 1 ft. 738th, 1 ft. 739th, 1 ft. 740th, 1 ft. 741st, 1 ft. 742nd, 1 ft. 743rd, 1 ft. 744th, 1 ft. 745th, 1 ft. 746th, 1 ft. 747th, 1 ft. 748th, 1 ft. 749th, 1 ft. 750th, 1 ft. 751st, 1 ft. 752nd, 1 ft. 753rd, 1 ft. 754th, 1 ft. 755th, 1 ft. 756th, 1 ft. 757th, 1 ft. 758th, 1 ft. 759th, 1 ft. 760th, 1 ft. 761st, 1 ft. 762nd, 1 ft. 763rd, 1 ft. 764th, 1 ft. 765th, 1 ft. 766th, 1 ft. 767th, 1 ft. 768th, 1 ft. 769th, 1 ft. 770th, 1 ft. 771st, 1 ft. 772nd, 1 ft. 773rd, 1 ft. 774th, 1 ft. 775th, 1 ft. 776th, 1 ft. 777th, 1 ft. 778th, 1 ft. 779th, 1 ft. 780th, 1 ft. 781st, 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